

The National *Falcon* News

November 2007
Ten Year Editor Anniversary Issue



Don and Sharon Baird
Columbus, Indiana

1964 Falcon Sports Convertible

Cover: Don & Sharon Baird

November 2007 marks ten years of my tenure as FCA Editor. The November 1997 issue was the first one I put together, after agreeing to "help" former President Steve Springer with scanning and page layout. Steve already had a great photo of Don and Sharon's 1964 convertible and we used that on the cover.

I thought it would be interesting to feature the convertible again after I was contacted by Don about that original cover still being on the FCA website (it has since been changed—thanks Dave!) Don agreed to take the Falcon out for a photo shoot and it looks great. It's nice that our cars don't age much, isn't it? This is the first time the same Falcon has appeared on the cover twice. Don writes, "Wendy, first of all, congratulations on your tenth anniversary as FCA Editor. You should take your little Falcon out (maybe with some special people) and celebrate this occasion." See more of Don and Sharon's Falcon on page 15.

Thanks to all FCA members who have contributed their photos and stories—YOU make the magazine great!

Do you have a photo you think should be on the cover of *The National Falcon News*? Please send it, along with a few paragraphs about you and your Falcon, to the Editor at the address on page 3.

—Wendy

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IMPORTANT!

Not receiving your newsletter? Address changing?
Contact Ruby Throgmorton, Corresponding Secretary for all membership matters. Her info on page 3.

Regularly Scheduled Chapter Meetings

Alamo Chapter
San Antonio, TX
2nd Sun.—monthly
Pig Stand, 1508 Bdwy.
San Antonio TX
(210) 287-4498

Arizona Chapter
Phoenix, AZ
2nd Sat. except June, July,
Aug. at Berge Ford, 460 E.
Auto Center Dr., Mesa, AZ
(480) 888-0589

Bluegrass Chapter
Louisville, KY
2nd Sat. each month at
4:30 PM—Jefferson Co.
Government Center, 7201
Outer Loop
(502) 231-8715

Blue Ridge Chapter
South Carolina
3rd Sun.—monthly
Greer, SC
(864) 879-1060

Capital City Chapter
Austin, TX
3rd Sat. - monthly, 5 PM
(512) 832-0544

Carolinas Chapter
Charlotte, NC
1st Mon.—7 PM
Ryans Restaurant
Concord Mills Blvd
off I-85
(704) 735-5077

Central California
Falcon
Bakersfield, CA
1st Tuesday 6:30 PM
Marcia's house,
5304 Southshore
661-587-8539

Fresno, CA
3rd Thursday at Applebee's
in Clovis, 98 Shaw Ave.
7:00 PM
559-322-0108

Early Falcon Car Club
of Victoria, Inc.
Australia
1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter
Arkansas
2nd Sat — monthly
(501) 605-1370

Gateway Chapter
St. Louis, MO
4th Sun.—monthly
(636) 946-6047

Golden Gate Chapter
San Francisco, CA
2nd Sat.—Odd Months
(408) 293-5848

Great Lakes Chapter
Michigan
3rd Sun.—bimonthly
(517) 849-7156

Hoosier Chapter
Indiana
1st Sun.—monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 786-1638

Lone Star Chapter
Mt. Pleasant, TX
3rd Sun.—monthly
(903) 572-9593

Metro Detroit Chapter
Detroit, MI
1st Sun.—bimonthly
Pia's Restaurant
Ecorse Rd, Taylor
1 mile east of Telegraph
(313) 382-2993

Mid America Chapter
Kansas City
1st Fri.—monthly
(913) 592-3571

Mile Hi Chapter
Denver, CO
3rd Fri.—monthly
(303) 857-9360

Music City Chapter
Nashville, TN
Monthly Meetings
Call for dates/locations
(615) 452-0321

NE Texas Chapter
Gladedwater, TX
2nd Sat. monthly
(903) 759-6850

Northland Chapter
Minneapolis, MN
2nd Sat odd months
(763)-420-3050

River City Chapter
Sacramento, CA
2nd Tue.—monthly
(916) 725-4110

So-Cal Falcons
Burbank, CA
2nd Saturday—bimonthly
(818) 845-9725

Sooner Falcons
Oklahoma City
3rd Sat.—monthly
(405) 205-3497

Sonoma County
Santa Rosa, CA
1st Thurs.—monthly
(707) 539-2860

Southeast Chapter
Georgia
1st Sun.—monthly
(770) 887-6268

Space City Chapter
Houston, TX
2nd Sat - monthly
Prince's Drive-In, I-45 &
Fuqua; 6:00 PM
(713) 703-5110

Star City Falcon Club
Roanoke, VA
Monthly meetings
Call for date/location.
540-254-1515

Virginia Falcons
Richmond, VA
2nd Sun. even months
(804) 739-1615

Wheat State Chapter
Wichita, KS
1st Sat. even months
(316) 838-7487

FCA Officers

President

Chuck Beason
2855 Armadillo Trail
Titusville, FL 32780-7513
321-383-1955
crbeason@cfl.rr.com

Vice President

James Baxter
1192 Mirror Lake Road
Lincolnton, N.C. 28092
704-736-1920
ncfalcon@charter.net

Recording Secretary

Bill Poole
13701 Harbour Bluff Court
Midlothian, Virginia 23112
804-739-1615
billandkaren@mindspring.com

Treasurer

Pamela Dinzebach
6575 Bradley Ave.
St. Louis, MO 63139
314-645-7082
pdinz@swbell.net

Newsletter Editor

Wendelyn Crosby
16318 Riggs Rd.
Stilwell KS 66085
wcrosby62@sbcglobal.net

Club Store Managers

Mary Biehl
Bonnie Stringer
322 Jeff Davis
Waveland, MS 39576
228-466-4349
Falconclub@aol.com

Corresponding Secretary

Ruby Throgmorton
2108 Memorial Dr.
Jacksonville, AR 72076
501-982-9721
RubyRTFCA@aol.com

Internet Director

Dave Wagner
7111 Wolftever Landing
Harrison, TN 37341
423-508-6874
FCA@Falconclub.com

Chapter Coordinator

Mary Wagner
7111 Wolftever Landing
Harrison, TN 37341
423-508-6874
Chapter@FalconClub.com

Head Tech Advisor

Bruce Wolfe
10206 Jonestown Rd.
Grantville, PA 17028-8232
717-469-7252
afalcon@paonline.com

Web Site

www.falconclub.com

Board of Directors

Bill Knabe (5)
1214 S. Irvington Ave.,
Indianapolis, IN 46203
317-357-5397
wknabe63@att.net

Mark Sword (4)
521 Dogwood Meadows Ln.
Austin, AR 72007
501-843-1441
luf4fords@hotmail.com

Kent Whisenand Jr (3)
3112 S. Independence Ct.
Lakewood, Colorado 80227
720-480-4910 kent.whisenand@redhawkindustries.com

Cliff McKay (2)
3234 N. Mascot
Wichita KS 67204
316-838-7487
hiflyer@cox.net

Frank Bell (1)
720 San Antonio Tr.
Mansfield, Texas 76063
817-480-2365
fandybell@hotmail.com

Regional Directors

North Eastern Region

Ray Chevalier
73 Francis Rd.,
Glocester, RI 02857
401-934-2105
raysfalcon@cox.net

South Eastern Region

Ken Earnhardt
1960 Old Farm Rd.
Concord, NC 28025
704-786-2722
kenearnhardt@vnet.net

North Central Region

Jack Ellis
17860 168th. St.
Bonner Springs, KS 66012
913-724-2553
jandcellis@sbcglobal.net

South Central Region

Dale Daugherty
704 Outer Loop
Louisville, KY 40228
502-231-8715
drdwolfe@insightbb.com

South Western Region

Russell Welty
645 Langham Rd.
Beaumont TX 77707
409-498-3596
russell.welty@englobal.com

Mountain Region

Ron Brown
4147 WCR 31
Ft. Lupton CO 80621
303-857-9360
colo-falcons@peoplepc.com

Pacific Region

Ray Johnson
2407 Horseshoe Dr.
Santa Rosa CA 95405
707-546-8082
falconray@pacbell.net

President's Message

Thanks to the members of the So Cal Chapter and the Beach Cities Chapter for hosting the Pacific Regional Beach Party at Dana Point, California. Thanks also to the Founders Chapter, Sooner State Chapter, the Wheat State Chapter, the Mid America Chapter and the Gateway Chapter for hosting the Midwestern Regional Meet in Springfield, Missouri in mid October.

Around the country, the Car Show and Swap Meet season is slowing down for the winter months—except for those of us who are fortunate enough to live in the warmer climates of Florida and Southern California. Down in my area of Florida we have several very large car show/swap meet events over the winter months. We will attend the 34th Annual Turkey Run Car Show and Swap Meet on the infield of the Daytona International Speedway over the Thanksgiving weekend. For the past ten years or so, the Suncoast Chapter has had reserved parking for Falcons and they always attract lots of lookers and we usually pick up several new members.

As we approach the Holiday Season we should remember the men and women serving in our Armed Forces around the world defending our nation. Let them know that we appreciate their service and sacrifices. Carolyn and I would like to wish our many Falcon Friends a Happy Thanksgiving.

Chuck and Carolyn

THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25. (\$30 for Western Hemisphere, \$40 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. *The National Falcon News* is published monthly with information submitted by members. All copy and advertising for The National Falcon News should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. Please mark "FCA" on outside of envelope.

E-mail address: wcrosby62@sbcglobal.net.

Jim & Shirley Rowe

1962 Ranchero, Candy

Our 1962 Ranchero was saved from the scrap pile by just fifteen minutes!

I ran across this forlorn Ford by accident in Chatsworth, California in 2003.

I had taken a wrong turn onto a dead-end street, and spotted this little Ranchero waiting for the tow-truck from the local wrecking yard. The owner said "If you can get back here with \$400 in fifteen minutes, it's yours". That was enough for me; I raced to a local ATM, and made it back in eight minutes!

After we got her home, we installed a new set of dual exhaust, performed some minor body work and gave her a new paint job, and she was a Cruiser.

We added "Candy" the car-hop and a tray full of plastic food, and really get the comments at cruise-ins and car shows.

We've since moved our cruiser from Southern California to Ohio and get to at least five or six cruise nights each week.

Jim and Shirley Rowe, FCA #11741
Goshen, Ohio



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Classified Advertising

Falcons For Sale



1960 Falcon Tudor: Rolling chassis. no motor or trans; has an automatic brake pedal. A good body with very little rust. Right floor pan has been replaced. Has optional factory electric wipers and radio. I have many drive train options at additional cost. No title. \$750 as is, Lenny Kellogg 970-593-1964, or lenkellogg@lpbroadband.net. CO.



1961 Falcon Sedan Delivery. 260, V8 standard 3 speed on column, dual exhaust. White with blue stripes. Straight body, no dents, excellent glass, grille and trim. \$7500. L. Kowalsky, 210-616-0854. TX

Ready to Sell? Run a Photo Ad!

Want to make your Falcon really stand out and sell fast? It's easy to include a photo with your classified ad for only \$20. See guidelines below for submission and payment.



1961 Falcon first year Futura; new seat covers/mats/padded dash/original color paint; re-chromed bumpers; perfect grille; 5 rare original hubcaps; 95,000 miles, needs undercoating; 85%+ restoration and book value of \$9,000+; Asking \$6,000. OBO. Will deliver to much of the east. Ray Malenfant, 302-492-8715 or dasfalcon@dmv.com. Email for pix. DE.

1961 Falcon 2 door coupe. Third owner, black plate California car, originally a

—Continued on page 6

How to Advertise in The National Falcon News

Email your classified ads to: wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when I have to edit and correct every word of the message. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver.

WRONG: ' 64 ford falcon futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastm pennsylvania

RIGHT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

To Advertise: FCA members are entitled to two free ads per issue (limit 50 words per ad). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. ea. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to wcrosby62@sbcglobal.net. Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**

Classified Advertising (con't)

—Continued from page 5

Hertz rental at SF airport. Owner has Hertz paperwork and clean title. Car has moon wheel covers, KYB's, great seats, good body trim, great grille and good front and rear bumpers. Body has some minor dents and a few rust spots, but is amazingly intact for its age. It has a 170 CI six cylinder engine and two speed automatic. This is not a perfect car, but would be a great project or commuter. Car does not run, needs brakes. I really want this car to go to a Falcon family. Asking \$1000, but would trade for FE performance parts. Car is in Santa Cruz, CA. Jim L, voodoojl@comcast.net.

1961 Ranchero, formerly owned by Don Lemons. Six cylinder engine, body in fair shape. Needs repainting. Some rust, not too bad. Asking \$2000 OBO. Contact Al Aiello, 707-318-4085 for more info. Santa Rosa, CA.

1962 Falcon 4 door sedan, 144 CID, auto. Clean and straight, no rust or bondo. 31,177 miles, good tires and brakes. Red and white exterior, red and silver interior. OE Shop Manual, many extra parts. I also have the title. Asking \$6000. Write for more information. Vernon LeDuc Jr., P.O. Box 1454, Keystone Heights, FL. 32656-1454.



1962 Falcon Station Wagon. Original rust free Arizona car. White & Chestnut brown. New radial tires. Deluxe package. Air conditioning. Six cylinder later model, with automatic transmission. Drive anywhere. \$10,900. John Prosje 954-467-8371 or kelautoaircondit@bellsouth.net. FL.



1963 Falcon Futura convertible, light blue, 6 cyl. engine rebuilt in 2001, few miles since then. Two speed, seats, top, carpet etc. in average+ condition, small bubbled rust one fender, rust in trunk, more photos available, Neat car! \$6900 OBO. Ray Heffington, 386-212-8282 or Ray-Lonna@HeffingtonAndAssociates.com. DeLand, FL.

1963 Ford Falcon station wagon, 4 door. Needs restoration. Floor pans rusted. Good glass and trim. The engine is tight, automatic transmission. \$500. Richard Anderson, 319-435-2128. IA.

1963 Ford Falcon 4 Door Station Wagon. 170 CID 6 Cyl. Auto transmission. Original owner with title. \$3000. J.T. Poole 770-428-7156 or jtpoole@att.net. GA.

—Continued on page 8

1960-1970 FALCON

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1966-79 Ford Bronco

for a free catalog or to place your order

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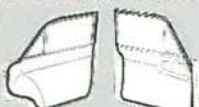


1960-63 Falcon 2 & 4 dr sedan
outside door handles. LH & RH
C0DZ-6422404-PR **\$110.00pr**



1960-63 Falcon inside door handle, RH or LH
C0AZ-6422600-A **\$20.00ea**

FALCON DOOR SEAL KITS



1960-65 2 dr sdn, wgn, Ranchero
C0DZ-6220530-PR **\$95.00pr**

1960-63 4 dr wagon
C1DZ-7120530-SET **\$225.00kit**

1960-65 4 dr sedan
C0DZ-7320530-SET **\$180.00kit**

1960-65 4 dr sedan (front doors only)
C0DZ-7420530-PR **\$100.00pr**

1960-63 2dr hardtop & convertible
C3DZ-7620530-PR **\$95.00pr**

1966-69 2dr sedan
C60Z-6220530-PR **\$100.00pr**

1966 Ranchero
C6DZ-6620530-PR **\$100.00pr**

Door weather stripping adhesive (3M)
Does approx. 2 doors **\$10.00tube**

FALCON WINDSHIELD SEALS



1960-65 2 & 4 dr sdn, wagon
C0DB- 6403110-C **\$65.00**

1963-65 2 dr hrdtp & convertible
C3DZ-6303110-A **\$77.50**

1963-65 convertible windshield post
to door seals

C3DZ-7603198-PR **\$80.00pr**



1960-65 Falcon RH vent window
handle
C30Z-6222916-A **\$20.00**

1960-65 Falcon LH vent window handle
C30Z-6222917-A **\$20.00**

FALCON

1962-63 FALCON rear quarter panel
letter set. Does 1 side.

C2DZ-6240282-SET **\$25.00set**

FALCON REAR WINDOW SEALS



1960-62 2 & 4 dr sedan
C0DB-6442084-A **\$70.00**

1963-65 2 dr hardtop
C3DZ-6342084-B **\$70.00**

1962 2 dr sdn #62C, 1963-65 2 & 4 dr sdn
C2DZ-6242084-A **\$80.00**

1960-65 Ranchero
C60Z-5442084-A **\$50.00**

1966-67 Ranchero
C60Z-544208-A **\$65.00**

1966-67 2 dr sedan
C60Z-624208-A **\$90.00**

1966-67 4 dr sedan
C60Z-5442084-A **\$65.00**

FALCON VENT WINDOW SEALS



1960-65 2 & 4 dr sedan
C0DB-6421448-PR **\$80.00pr**

1963-65 2 dr hardtop & convertible
C3DZ-7621448-PR **\$80.00pr**

1966-70 2 & 4dr sedan
C60Z-6221448-PR **\$150.00pr**



1960-61 Falcon 2 & 4 dr sdn trunk lid
emblem with chrome bezel
C0DB-6443504-A **\$75.00**



1968-70 Falcon RH vent window handle
C80Z-5422916-B **\$15.00**

1968-70 Falcon LH vent window handle
C80Z-5422917-B **\$15.00**



1964-66 Falcon outside mirror. LH or RH
C5AZ-17696-F **\$80.00**

FALCON SIDE WINDOW ANTI-RATTLE KITS



1960-62 2 dr sdn, doors and quarter
windows (8 pieces)
C0DZ-6421452-K **\$60.00kit**

1963-65 2 dr sdn, doors and quarter
windows (8 pieces)
C3DZ-622-452-K **\$60.00kit**

1960-62 Ranchero
C0DZ-6621452-K **\$50.00kit**

1963-65 Ranchero
C3DZ-6621452-K **\$40.00kit**

FALCON TRUNK LID SEALS



1960-63 all with trunks
C0MB-6443720-C **\$17.50**

1964 and 1967-70 all with trunks
C3AZ-6243720-A **\$17.50**

1965-66 all with trunks
D0AZ-6243720-A **\$27.50**

www.dennis-carpenter.com

Classified Advertising (con't)

—Continued from page 6

1963 Falcon convertible 260 V8 4 speed. Lost interest due to recent (botched) paint job. \$4500. firm. Ben, 858-452-1303. CA.

1963 Falcon Sprint Convertible 289, 3 speed. Pretty good shape car with minor details to work out. Call Tim Sutherland 316-655-0697. \$10,000. Wichita, KS.

1963 Falcon wagon parts car. Car is complete but rusted beyond any idea of repair. 260 V8, 3 speed, 3.25 rear. No title. All mechanical parts are in place. \$700. Call Jack, 856-547-7016 after 6 PM. NJ.

1963 Falcon Deluxe four door wagon. Very straight, 140,000 miles. Strong 6, rebuilt auto. New brakes and fuel system. Stalled project. Only \$600. cash. Also 1956 Ford Ranch Wagon, \$1750. William Wauter, 530-878-0296 evenings. CA.

1963 Futura 6 cylinder, auto. Restored to original with parts. Car and lots of parts, \$4000. Dan Hatch, 731-824-2480. TN.

1963 Falcon 2 door hardtop. Customized in Darryl Starbird's shop in the mid 60's. This has a 289, 4 speed, bucket seats, and console. This car runs fine and is a lot of fun to drive. Still needs a couple of items to make it top notch. \$12,500. Call Tim Sutherland 316-655-0697. Wichita, KS.

1963 Falcon. Completely reconditioned and restored. No Rust. Custom 2 stage paint. Four time trophy winner. Complete new electric system, all new rubber seals: windows, trunk, hood and doors. New chrome throughout, blue printed and balanced. 200 cu.in./seven main bearings 6 cyl. engine. Differential, drive shaft and transmission

rebuilt. New front. shocks and rear air shocks, stabilizer bar. New tires and brakes. Car cover and Custom built redwood rack comes with it. Well cared for and garaged all 30 years I've owned it. This car won't give you any trouble. I will send pictures to interested party \$12,500 Paul and Marypaull King 619-444-2045 or skyking33@cox.net. San Diego, CA.

1963½ Sprint 2 door HT project car with a lot included. Not for the timid, but excellent for the metal talented. Rangoon red, 4 speed 260 V-8. Extra battery box/inner fender and rear quarter panel for rust repair. Overall a great project car. No tach or front grille. Some minor disassembly started but all stainless and other parts are there. Good title. Need space for other three Falcons. \$2,500. and will assist with shipping (100 miles free \$0.50 per mile over 150). Contact Hal, 803-943-9395 or bbfalcon@embarqmail.com. Hampton, SC.



1964 Falcon 4 door sedan. 260 V8 engine, 2 speed automatic, Ford factory air conditioning. Well maintained rust free original, excellent condition inside and out with 107,500 miles. Interior expertly redone with NOS fabrics, excellent Chantilly Beige paint with clear coat. Runs great. First place in it's class at Falcon Nationals 1998. \$6000. Mike Nichols 970-385-7538 or email twoforsteam@hotmail.com. CO.

1964 Sedan Delivery Deluxe. Car is a coded 78B, one of 98 made. Owner

knows of one other that may be in existence. Strong runner (302 Roller), modified interior, Versailles rear end and disks all around. Needs a little repair to the gutters (one side done) and a brake job. Asking \$16,000 OBO. Photos on Sonoma County Falcons for Fun website. Contact Douglas at 707-894-7424 or dlaurence@earthlink.net. CA.

1964 Falcon Sprint, Turquoise in color, 260 V8, 2 Speed Fordomatic, front disk brake conversion (SSBC), rebuilt front suspension (PST), new 15" tires and Cragar SS rims. Some more work needed. Hate to sell, but must. \$6900 OBO. Email for pics: falcon1964@gmail.com or call Nate, 703-732-7517 for more info. VA.

1964 Falcon four door sedan, 170 special. Three speed manual transmission. New brakes. Interior is very good, body and paint are fair. Engine runs great. Needs floorpans, clutch and exhaust. Asking \$1000. Jeff Schadle, 319-472-5395. IA.

1964 Falcon Futura Convertible. Looks great. Six cylinder, 170 CID. 94,000 miles. Rangoon Red, black interior, white top. \$6,500. OBO. Call Con at 571-437-9521 or con@kohldesigns.com. Northern VA.

1964 Falcon Futura Convertible. 260 V8, automatic, green, black top and interior. Everything works and car runs, 93K miles, was bench seat now correct convertible bucket seats and console. Needs restoration. Dented/Rusted RR quarter panel have complete RR quarter section. I have digital photos. \$2000. OBO. Gary Roth, 303-646-4916 or gary@rothfam.com. CO.

1964 Futura convertible; rolling chassis. V-8, standard shift, power steering car. Exceptional floors, frame and solid

body. Off the road since 1976 and stored indoors. \$2900. Also 1967 engine and excellent four speed top-loader package available complete, \$1450. Theodore Carman, 215-257-3197 or ctcarman@enter.net. PA.

1964 Falcon Sprint Convertible. 260 V8. Rare 4 speed, bench seat, convertible. Excellent original condition, no rust. Numbers 146,000 miles. \$14,500. Jim Cook, 765-564-4443 or jcplace2@ffni.com. IN.

1964 Falcon Sprint convertible. White with red interior. 260 V-8, automatic transmission, bench seat, air conditioner. \$18,500. Jack Simonds, 269-375-5729. MI.



1965 Falcon Deluxe Ranchero. Red and white. Restored to original. New interior with bucket seats. New tires and brakes. Original add on Ford air conditioning. Drive anywhere. Over \$20,000. invested. Asking \$14,900. John Prosje 954-467-8371 or kelautoaircondit@bellsouth.net. FL.

1965 Ranchero with 289 engine, C4 transmission. Red with Black Interior. Rust on quarter panels, doors and underneath hood. Dash chrome (plastic) pitted. Body mouldings missing. Car

located in Northern New York. Asking \$4000. Rod, 352-598-0602 or restafford@yahoo.com FL

1965 Falcon Futura 4 Door Station Wagon. 200, 6 cyl with electronic ignition, 3 speed. White with red stripe & interior. Car is complete. Can be driven home. Can email picture. \$2300 Andy Trahan, 337-278-6954 or dreuxtra-han@cox.net. LA.

1965 Falcon 4 door wagon. 289 CI V8, C4 automatic transmission. Body straight but needs paint. Asking \$1200. Contact J.B. Long at polecat1010@yahoo.com. Car is in San Leadro, CA.

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—Continued on page 10

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three Rancheros, will sell all together or separately. \$2000. Stan Mitchell, 864-980-6031 after 7:00 PM Eastern. SC.

1967 Falcon Futura Sports Coupe. Six cylinder engine, automatic transmission. Black vinyl top, bucket seats. Third owner, excellent condition. Runs and drives great. Aftermarket A/C. \$7500. Edward S. Mitchell, 258 Rolling Meadows Lane, Saluda, SC 29138. Call 864-980-6031 after 7 PM Eastern time.

1967 Falcon Sports Coupe. Six cyl., auto. Professional body restoration in 1996. Red with black bucket seat interior. Urethane paint, no road salt exposure, Pennsylvania inspection. Runs 100%, needs nothing but a new home. \$5200. Theodore Carman, 215-257-3197 or ctcarman@enter.net. PA.



1968 Falcon Futura four door sedan, 289 V8, Cruise-o-matic, factory A/C, P/S. Well kept, rust-free Southwest car. Nice shape inside and out. 62,000 original miles. White over gold, white interior. New custom turbo duals, new brakes. Good driver. \$4700 OBO. Cliff Reisig, 505-585-5545 or hhazard87002@yahoo.com. NM.

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1968 Falcon Sport Coupe (body) in good shape—all there and real straight and no major rust. There is no engine or transmission but it is a roller. It comes with a B.O.S only. \$600. OBO. Call Grant at 805-550-2425 for more info. Central CA.

1969 Falcon, rebuilt 200 CID engine. C4 transmission, recent brakes, radiator and exhaust. Body rough. \$1000 OBO. Andy Parker, 724-433-4534. Pittsburgh, PA.

1968 Falcon Sports Coupe rolling body. Good front buckets, doors, fenders, hood and deck. Little damage to roof area over driver, good glass. No front bumper. Five lug with factory front disc. \$400 OBO. Call 706-340-3753. GA.

1970 Ford Falcon with 90,000 original miles. Metallic Sky Blue, interior in good shape except for crack in dashboard. Ashtray never been used. New tires, rechromed bumpers. No bondo. \$6500. Angel at 765-569-2046. Rockville, IN.

Falcons For Sale: 1964 Futura H/T perfect rolling bare body and chassis in dark gray primer. No rust or body repairs. \$3500. 1965 Futura H/T bare

body. Shock towers removed, Pinto front end. Great for race car or street machine. \$1000. 1965 Futura H/T bare body. Solid. All new front suspension. V8 car. 1968 Falcon 2 dr Coupe. Some rust in quarters. 6 cyl car with V8 motor mounts. For restoration or parts. \$500. Numerous other Falcons for sale. Call or email Don Branson, 636-228-4501 or dbranson@mail.win.org. 4097 Hwy T, Marthasville, MO 63357-2019

Falcons Wanted

1964-1965, Red-on-red restored convertible. Bucket seats, V8, auto, power steering. John Waugh, 760-723-0705 or send email to JCW123@sbcglobal.net. San Diego County.

1962 Falcon Squire (four-door wagon) with bucket seats. Must be rust free and in "turn-key" condition. Cash waiting. Don Bougher, PO Box 5108, Salem, OR 97304 or e-mail rainbow.farms@att.net.

Wanted: 1965-1969 Ford Falcon Futura station wagon. Want something that needs work. Michael Murphy, 716-883-3689. Buffalo, NY.

—Continued on page 12

Falcon



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Parts Wanted

Looking for a factory tachometer for 1964 or newer Falcon. Call Ed, 215,493-6749 anytime. PA.

Wanted: Rear quarter window stops (4 per window) for 1964 Falcon Sprint Convertible. Metal trim for 1964 Sprint arm rests. Call Patricia D'Alessio, 321-255-6639 or p3puttpatty@aol.com. FL.

Wanted: Falcon Sprint Tachometer in excellent working condition. Please contact Jeff Schlink with details at 309-454-9384. IL.

1962-63 Ranchero/station wagon gas caps. Wayne Stephenson, 7853 Quill Garden Ave., Las Vegas, NV 89149.

Can anyone HELP? I need a hood to fit a 1967 Falcon. I have been searching everywhere. George Soresino, 386-586-1064 or junglegms_2001@yahoo.com. FL.

For 1962 Sedan Delivery. Want to buy or plans to build, the wood platform that goes between the front seat and the cargo area. Rear cargo floor mat. Door panels for steerhead interior, must be excellent to mint. Gordon, 313-543-3197 or gkraning@sbcglobal.net.

Wanted: Front bench seat for 1960 2 door sedan. Lee Eaton, 860-649-0507, or lhe10jr@aol.com CT.

1963 Falcon parts wanted: 2 tail light trim rings, front fender spear tips that have the Falcon in them, deluxe model? Center console, chrome hood scoop, and a radio. Call Scot, 716-268-5582 or send email to: scot104@yahoo.com. Belmont, NY.

Carburetors - part # on air horn C8OF-AB & C8OF-AA. FE distributors-part # on housing C8OF-D, C8OF-F, C8OF-H. The parts must be in excellent condition either used or NOS. Keith Litteken 11394 Revere Ln., St. Louis Mo. 63128-1416. 314-351-1789 or kslitteken@aol.com.

1964-65 Front bench seat for a Convertible. Bruce Young, 303-458-7408 or email youngrogers@earthlink.net. CO

A complete rear axle assembly from a 1960 Ranchero or Station Wagon with the 144 engine. The axle code is 2 as seen on the door data plate and the ratio is 3.89:1. I will also consider axle code 1 with a 3.56:1 ratio from the same models. Phone Joe Tatti, 905-335-2834 after 6:00 pm EST. Ontario Canada.

Dagenham shifter mechanism for a Falcon 6 cylinder 4 speed in very good to excellent condition. Chris Coleman, 602 Noowick Road, Mill Bay, British Columbia, Canada V0R 2P4. Phone: 250-743-1018 or -mail gccoleman@shaw.ca

Parts For Sale

For Sale: Variety of 1960-65 Ford Falcon and Ranchero parts. Front end parts and an assortment of odds and ends parts. If you are looking for that unusual part for your Falcon give me a call or send me an email: momnpopsshop@hotmail.com or check out my eBay store: Mom n Pop's Shop. Mark, 406-376-3163. MT

1964-65 Ranchero/Wagon Instrument cluster \$85. Tail gate latches \$15 pair. Tail light buckets, lenses, and gaskets \$40. pair. Single speed wiper motor \$25. Sun visors complete with mounting hardware \$30. ALL ITEMS PLUS SHIPPING. Call Ray at 505-524-3371 or 1965falcon@zianet.com or P.O. Box 3 Fairacres, NM, 88033.

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ART64XC..... 64 Falcon Sprint Convertible Art Print -16"x20" (Black) (Silver)



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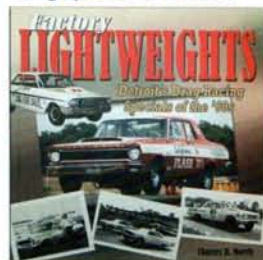


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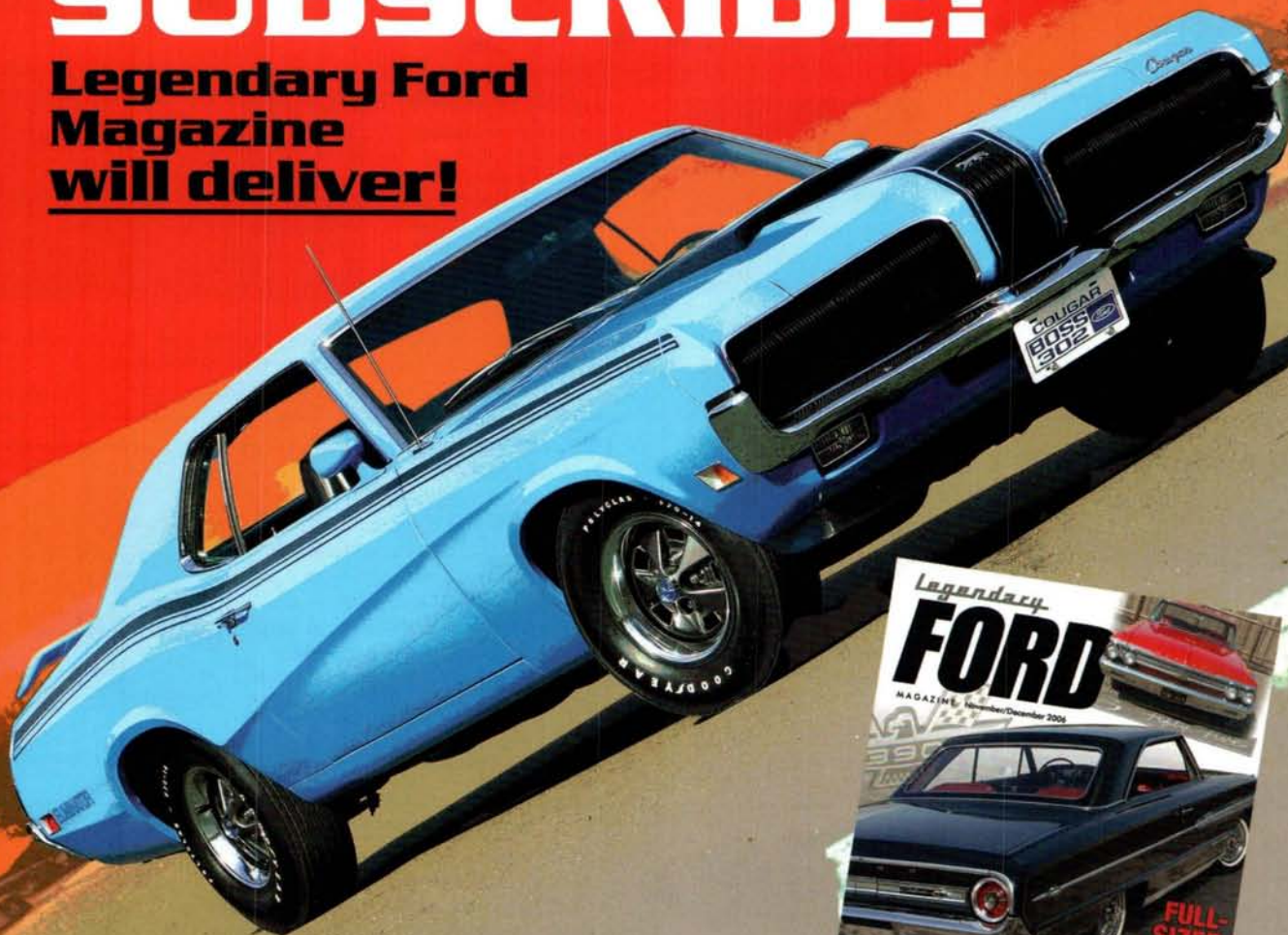
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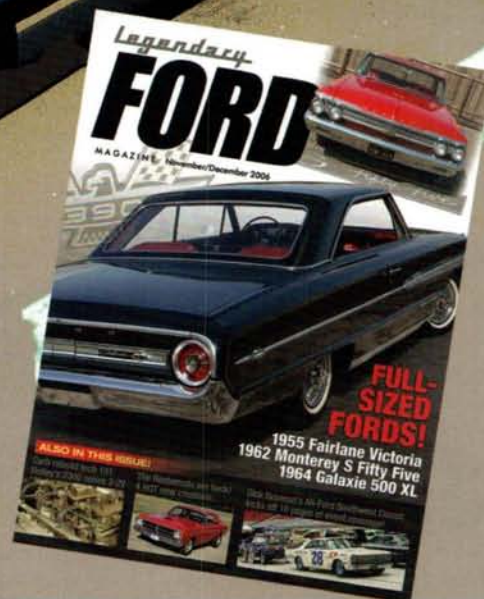
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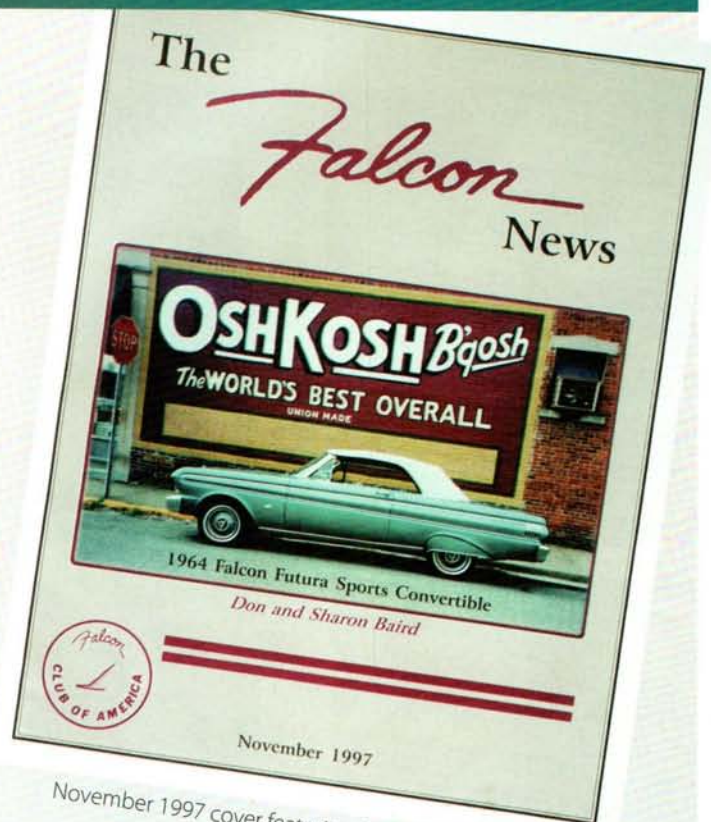
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Our 1964 Falcon Sports Convertible was selected to be the cover feature car for the November 1997 Falcon News. This also just happened to be Wendy's first month as Editor. To honor Wendy and commemorate her outstanding ten years and many Golden Quill Awards, we are pleased to bring the Falcon back after ten years to see how it has survived.

Over the past ten years we have continued to enjoy our Falcon and, like the two of us, we believe she is aging gracefully.

We traveled to Biloxi, Mississippi for two years to participate in "Crusin the Coast" and had our reservations to go again in 2005, but, as we all remember, that got put on hold when Hurricane Katrina hit the coast. At the Bay St. Louis cruise, a very nice lady approached us and wanted to talk Falcons—it turned out that this lady was Bonnie Stringer of the FCA store. It was great to hear her testimony of thanks at the Indianapolis convention to all who reached out during their very trying times.

Don chauffeured two of our granddaughters and their escorts to the high school prom. Prior to the evening's events, all the kids line up for a parade through the downtown area. Some arrive on fire trucks, semi trucks, tractors, horse and buggy, and limos, but our girls chose the 1964



November 1997 cover featuring Don and Sharon's Falcon

—Continued on page 16



Don, Sharon and the Falcon are all aging gracefully



TEN YEARS AFTER...

—Continued from page 15



Has your Falcon been featured in a long past issue? Send us some photos and tell us how you and the Falcon are doing. Send material to the Editor at the address on page 3.



convertible. It definitely was a hit with all the spectators.

Our grandson, who learned to drive in the Falcon, used it as background for his senior yearbook pictures and another grandson attended the Race to Indy national convention with us. A couple more grandkids can hardly wait until they can drive and attend the prom. One young granddaughter wants to borrow it to go to the mall when she and all her friends get old enough to go shopping without Mom and Dad. The Falcon is definitely a family affair.

Sharon is a doll collector and we worked them into themes for a couple of large indoor car shows in Louisville and Lexington, Kentucky. At the Louisville show, we created a nostalgic display complete with roadside picnic table (anyone remember those?) We received a really great trophy for the Falcon and an award for best display.

At the Lexington show which was held in early January, we put together a winter scene with kids playing in the snow. The Falcon display was featured on one of the Lexington television channels.

So the Falcon is helping keep us young and we really enjoy all the attention it gets, but the best part is sharing all this with our grandkids and all the great friendships we continue to forge with other car enthusiasts.

—Submitted by Don and Sharon Baird
FCA #5844

Driving The Road of Life

This Falcon story begins with my dad and the love of Fords that he cultivated in his children—I am the second of three. I grew up listening to the stories of the great Fords he owned in his younger days and how fast they were. There was a Starliner, a Galaxie, and a Torino. Later on there were a couple of Mustang projects for my older brother, Greg, and one for me.

Before those, there was a gold 1965 Falcon Sprint—a car that I have lots of great memories about. This isn't one of those stories where he bought it new and treated it like another child. No, this was the middle 1970's and for many middle class families, buying a second car was a pretty big deal. Mom drove the nice car and Dad had the work car. Dad bought this 1965 Sprint with a four speed. I think he paid \$500 for it. It was in the beginning of its end on the day he bought it, succumbing to inner rocker rust and a slow sagging in the middle. In those days I don't think he ever thought of fixing the car, but tried to let it live out its final days with dignity and speed. But I remember that car was really fast and my dad loved running it through the gears whenever he got the chance.

As I grew up helping my dad fix cars, and pretty much anything else that broke, I developed a certain respect for the 1960's muscle cars. As a young adult, I wanted a car project, something different and something we could do together. I decided, with some nostalgia, that it needed to be a Falcon and while I wanted the same basic style as Dad's '65, I felt the need to have a top that went up and down. Due to the limited production of the 1965 Sprint Convertible, I decided that the 1964 version was a more reasonable goal.

Ten years ago, I found this 1964 Falcon Sprint Convertible advertised in the classifieds. Dad and I went and looked at it and I immediately paid too much for something that was in dreadful condition and needed significant and costly work. I would say it should have been a parts car but I don't think there were enough good parts on it to even say that. It didn't run and was delivered by trailer to my dad's garage where it sat for a long time as we often discussed how great it would be when it was restored. This became a running joke in the family about the Falcon that would never get restored. While in most instances in my life, I have a reputation for



Al and Rod Crawford and the 1964 Sprint Convertible





lacking patience; on this project I vowed to be patient and do it right.

We worked on the car slowly but steadily as time and funds allowed. My wife was exceedingly patient and supportive and kindly told me that someday she looked forward to driving it—"someday" she'd say, her grin reflecting a measure of doubt.

I know this is usually the place where people describe in detail all the work done on the car. Simply put, everything was done. We got help on the bodywork and paint from an uncompromising Bruce Rogers in Leavenworth, Kansas. The color is the original Skylight Blue. My cousin Bruce Benash in Beatrice, Nebraska built our new slightly cammed up 302 in his machine shop and with it we put shorty headers and a classic 650 cfm Holley 4 barrel. His brother Chuck Benash generously gave me an AOD transmission from a late model Thunderbird.

My dad and I, but mostly my dad took it all apart and put it all back together. The interior came from Dearborn Classics. The wheels are 16 by 7's from American Racing and we really like the stance they provide. We were going for a very slightly modified Falcon. We envisioned a car that from the street looked very stock, but in addition to some nice wheels, had some upgraded power, front disc brakes from PST, and an extra gear on the automatic transmission. Everything else on the car is restored to original. It is one of 3,652 produced and was built on November 30, 1963 in Lorain, Ohio. We have had some generous and gracious people help us along the way including Dewey Chapman from Dewey Chapman Creative Photography who kindly shot these pictures of the car as a favor to my wife.

We debuted our Falcon at the Falcon Nationals at the Race to Indy in 2006. Dad and I planned it as a father-son weekend and we were thrilled to show her and meet many new friends. It was a really great trip. We loved looking at all the great Falcons and the lap around the Speedway was incredible. If you love Falcons and you have ever

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—Continued from page 19

considered making the trip to Nationals I would strongly recommend it.

For a couple months leading up to that weekend my Dad had not been feeling well but they had not determined what was wrong with him. While we were all concerned, we were optimistic that he would be OK. We learned shortly after returning from Indy that he has pancreatic cancer. Since then he has been struggling through chemotherapy. All the while, we are praying for a miracle that God will heal him. He always wanted to build his own dream 1960's hot rod but instead spent his time helping with every other project that came along, including my car. He recently started a 1962 Galaxie project car and is trying to work on it when he feels good and when he isn't helping his kids with their projects. It all only makes this car and the trip to Indy that much more special. He recently treated himself to 2007 Mustang GT — California Special. It is the first brand new car he has bought for himself since 1964.

While we don't know God's ultimate plan in this situation, I do know that He gave me an incredible gift in the time we spent together working and talking about this car and that great weekend in Indianapolis to complete our dream of showing her together at a Falcon National. I also cherish the love of cars my dad has given me. In many ways, they are memories I will cherish forever. We appreciate your prayers and thoughts for his recovery.

Unlike some others, this Falcon is not a trailer princess. We built her to drive and enjoy. My wife, Pam, and my two children, Maggy and Max, love going for a ride with the top down on a nice summer evening. For this winter we have some ambitious plans to look at power brakes, a shift kit, and perhaps a rebuilt radio that would add FM and an input for my IPOD in the original box. We also have a couple little nagging wiring issues that need attention. If we don't get it all done this year we hope it will keep for another time.

We'll be at future Falcon shows in the Midwest and a plan to go to Springfield for next year's Nationals so I hope you'll stop by to see us.

—Submitted by Rod Crawford
FCA #10561
Leawood, Kansas



Classified Ads (con't)

—Continued from page 12

Kellogg's Garage: Home of the Junkyard Junkie, has a 25 year collection of Falcon and Comet parts in high, dry Colorado. Lenny Kellogg 970-593-1964 or lenkellogg@lpbroadband.net CO.

Three speed manual transmission, machined flywheel with cover and good disc. and exhaust manifold from 170 CID 1961 Falcon. Cliff Reisig, 505-585-5545 or hhazard87002@yahoo.com. NM.

Ford 200- inline 6 (79) w/ C4, 68,000 miles when removed, new oil pump, oil pan converted to round body Falcon, (1960-63, have original pan), 200.00, C4 Trans adapter \$50, 63-170 inline Ford engine w/ professionally rebuilt 2-speed (3 yr 36,000 mile warranty on tranny) runs good, \$1300, hear it run. Bill, 651-463-3147. MN.

Parting out Blue 1965 Falcon Futura four door sedan, with 200-6 cyl. engine and three speed transmission. A lot of good parts cheap! Send stamped self addressed envelope with your wants and needs. Richard E. Alyea, 1817 N. Timber Ave., Bethany, OK 73008-5726.

Parting out 1965 Ranchero Deluxe. Parts are in Simi Valley, CA. Contact Clyde at 805-526-5230 or email me, cklyde.l.ransom@boeing.com

Warty's Falcon Parts, LLC, your Falcon cooling system specialist. Come see us at www.wartysfalconparts.com or call us at 301-349-2666. Mike Garrett, MD.

Manual Back Up Switch (NOS) for 1965 Falcon 4 speed manual transmission. In original box with mounting bracket, cost \$125. for sale at \$75. Contact J. Clifford Curley 407-425-4947. Orlando, FL.

1962 Falcon four door parts. Body parts, transmissions, motors, all kinds of parts. Perry Lee, 860-568-1829. CT.

1968 grille \$75. 1968-69 bumper brackets and parking lights \$75. 1968 C8D2-17779 gravel pan \$35. 1966-67 hood edge \$35. 1967 headlight door, r.h. \$30. 1968 NOS left front fender \$250. 1969 right front fender \$100. 1966 200 CID engine, cleaned and restored \$200. 1966 six cyl. auto rear axle \$75. 1965 and earlier eight cyl auto rear axle \$150. 1966 door, driver side for 2 door car \$100. 1966 trunk lid \$65. 1967 trunk lid, Futura trim panel \$35. All prices plus shipping. Ted Carhan, 215-257-3197, cell 215-264-1511. PA.

1961 grille, OK condition, \$45. 1965 grille, good condition, \$125. Wayne Stephenson, 7853 Quill Garden Ave., Las Vegas, NV 89149.

Miscellaneous Falcon parts. 6 cylinder engine parts, 2 and 3 speed transmission parts and original rear ends or parts. Mark Keeley, 406-376-3163 or momnpopsshop@hotmail.com. MT.

1965 Ford Falcon Futura rear end assembly drum to drum. C50w4025-A tag on rear end, 5AA 544. Includes 2 Monroe Matic shocks. Please note: Drums and axles modified for 5 bolt wheels on 4½ inch bolt circle. \$100. Ray Lamb, 815-968-8396 or Raylamb833@aol.com. Rockford, IL.

Late 1950's Ford 9" rear end. Has the correct spring perch spacing for Falcons, early Mustangs and Mavericks. Comes with the big brakes. Center section could be an N or the WAR case, not sure because of lack of markings. \$100. Joe Minahan, (508) 541-4688 or joemin@comcast.net. MA.

1963 Falcon, 6 cylinder engine with transmission, \$500. Power steering unit complete, \$500. Air conditioner (factory) Complete, \$450. V8 parts: Transmission automatic, \$150. 4 barrel intake for small V8, \$70. W. Kecskes 248-8874849 or jbkecs@netzero.com. MI.

1970 302 heads: cast # DOOE, \$100 pr. 1965 289 Hi Po intake and carb spacer, \$200. 1968 302 4V stroked to 347: Eagle rotating assembly, Holley, Edelbrock, MSD, ARP main & head studs, roller rockers and stud girdles \$4,800. Many more parts available. Keith Litteken 314-351-1789 or kslitteken@aol.com. MO.

Large 27-year collection of good used Falcon Parts for reasonable prices. Also some parts for Comets and Fairlanes. Fiberglass front clips new for 60-61 Falcon race cars. Held on with pins. \$650 Call or email for availability and prices. Call or email Don Branson, 636-228-4501 or dbranson@mail.win.org. 4097 Hwy T, Marthasville, MO 63357-2019.

Fordomatic 2-speed rebuilding kits with gaskets, o'rings, lip seals, clutches (bronze frictions & steels), sealing rings, front and rear seal, \$135. Specify engine size and year. Bands \$45. each exchange, adjustable modulator \$15.. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, 56 Dale Street, Needham Hgts., MA 02494-1218. 781-449-2065 evenings. www.autotran.us.

Driver side front fender- excellent shape for 1964 Falcon \$150. Passenger side front fender for 1964 Falcon. NOS.

—Continued on page 23

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Classified Ads (con't)

side front fender for 1964 Falcon. NOS. \$600. OBO. Tom Maslanka, 860-583-6359. CT.

1964 289 cu. in. long block 5 bolt to bellhousing engine. With engine are a factory 4-V Intake Manifold, exhaust manifold and valve covers. All crankshaft bearing surfaces are clean. No pitting or scratches. Cylinder walls look very good. Black casting is #C40E6015C. \$300. Gene Heid, 419-562-4594. OH

For 1964-1965 Ranchero: Tailgate with new steer head and lettering, newly finished in Eurothane black, inside cover, all dents dollied out and finished in black, \$400. Set of five 5-lug 13" wheels, finished in black. Set of five wire spinners, four in excellent condition, the other a decent spare., \$400. Two new side mirrors, never mounted \$35. Black steering wheel, complete in excellent condition, ready to mount, \$150. Nice Sprint horn ring, \$25. Two very rare 13" spinners in original box, \$200. Set of four 1964 full caps, \$25. Have photos. Call Tom, 760-758-4499. Vista, CA.

Information Needed

Can anyone tell me who refinished or sells the side moldings for my 1964 Falcon? Also, how about a good place to buy excellent quality front and rear bumpers for my 1964 Falcon at a reasonable price? Thank you! Call Ed, 215,493-6749 anytime. PA.

I am a new member of the club. I have a 1969 Futura Sports Coupe. I need rear wheel well opening mouldings. The wheel well mouldings do not come all the way down to the bottom of the car, but come to rest on the rocker panel. Could regular wheel well mouldings get cut down to fit? Justin Welling posted

		
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a interchangeability document stating that 1966-70 wheel well trim does/will interchange, but do tend to have different looks to them, so he suggests getting a whole set or don't bother. I have tried several Falcon part companies without success. Does anyone in your membership have or know where I could get a set of wheel well trims for the years mentioned but preferably 1969 or 1970. Thank you. Nicole Lavoie, Montreal, Québec. 514-644-2398 or nlavoie@petro-canada.ca

Information Wanted: Any information anyone has that would help me obtain new full quarter panels or new full quarter panel skins for a 1965 Falcon would be greatly appreciated. Jerry Byrd, Phone (812) 951-3652 or rag-top65@insightbb.com.

Miscellaneous For Sale

Book, History of Ford Falcon 1960-1963. \$25. Brian Gallimore, 517-622-1370 or rachelg7@aol.com. MI.

KEYS. NOS (Original) Keys and Gold Plated Keys for Falcons and all Ford Models. Many of those hard-to-find keys and lock cylinders. Keys cut by code, inquire with Year, Make and Model. We stock POR-15 Restoration Products. JESSER'S CLASSIC KEYS, 26 West Street, Dept. FCA, Akron, OH 44303. Phone: 330-376-8181, Fax: 330-384-9129 www.jessersclassickey.com

Shop Manuals by Ford: '60-'63 \$34.95 '64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63 Owners Manual: \$14.95 Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea. Falcon 140 page Road Test book '60-'70 \$19.95 Hard-cover Falcon history book \$39.95. Alex Voss 4850 37th Ave. So. Seattle, WA 98118. 206-721-3077. Alex@books-4cars.com

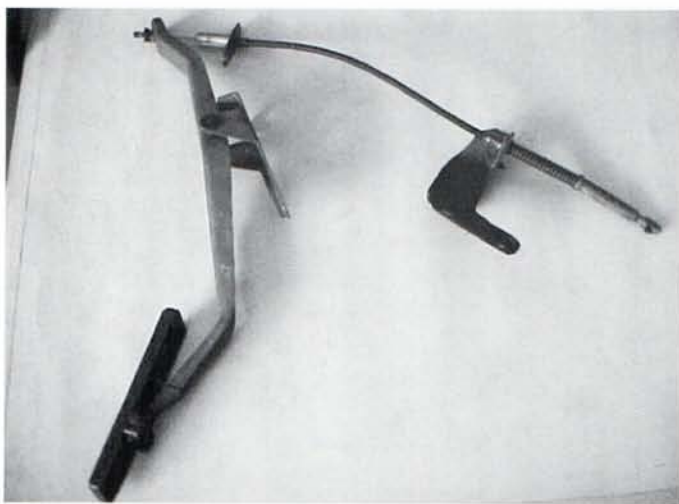
www.falconclub.com

Cable Gas Pedal Conversion

The domino effect enters into play each time we attempt a modification to our old cars. I guess this is why we love this hobby! When you acquire your collectable, more than likely you will need to add some personalization. When I got my first collectable, a 1965 Mercury Comet (don't get excited, I also have two 1963 Falcon Sprints) I wanted to do to it, what I would have done to it, when I was a teenager. The money didn't exist then, but the one nice thing about old age is being at the peak of our earning power.

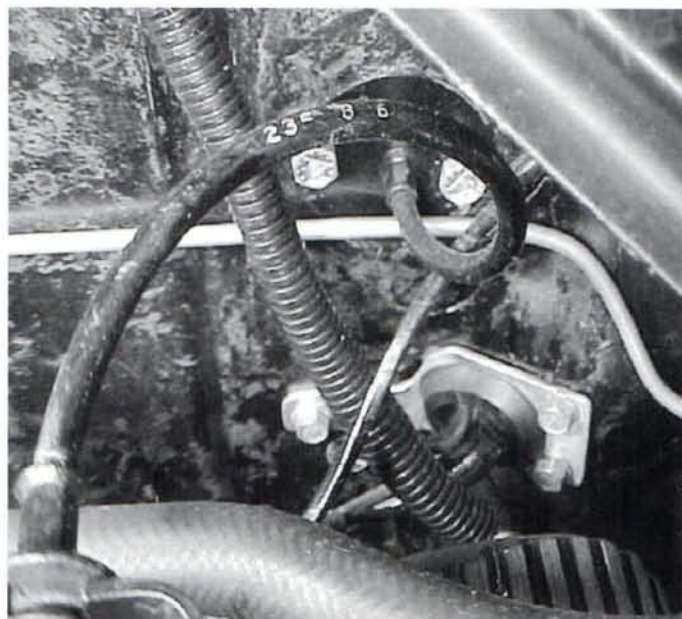
The first thing I had to have was a Ford Cobra hi-rise aluminum intake manifold and a Ford 4100 4 barrel carb. It did not take long to get the intake manifold and carburetor on ebay. Once the parts arrived, the manifold was bead blasted and the carb was rebuilt. The original manifold and Ford 2100 carburetor were removed and the new manifold and carb were installed. Unfortunately, there was no way that the original bell crank gas pedal linkage would work. I did try modifying the bell crank, but could not get the travel long enough to open the carb to full throttle.

I live in a very rural part of upstate New York and am fortunate to have a junkyard about one mile down the road. The owner has been a good friend and I am welcome to go exploring. I don't mind making changes to my old Fords, but I am very careful to use only Blue Oval parts. So, the hunt was on to find a solution to my gas pedal dilemma. Ford switched to cable throttle linkages sometime in the eighties and each old Ford that I looked at was so equipped. I pulled a cable throttle linkage and gas pedal from a V-8 Granada and another one from a V-6 Fairmont.



Fairmont Gas Pedal and Throttle Cable

The Fairmont pedal was a better fit than the Granada because of the shape of the gas pedal arm. The original gas pedal and bell crank assembly was removed. Fortunately the carpet was also going to be replaced, as the original gas pedal is screwed to the floor through the carpet. The first step was to bolt the pedal to the firewall. The pedal was positioned so the cable went through an existing wiring hole in the firewall. The wiring was then fed through the old throttle linkage firewall hole.



The existing wiring hole was used for the cable and the old pedal mechanism hole was used for the wiring.



Gas pedal view from the inside.

Dick Harrington is a frequent (and highly paid!) contributor of Tech Tips to The National Falcon News. Editor appreciates his expertise and his sense of humor.

The throttle cable has a bracket that uses the standard Ford intake manifold mounting locations. Unfortunately, the hi-rise Ford Cobra aluminum intake manifold did not have the standard mounting holes. I solved this problem by making up a flat plate out of 1/8" aluminum sheet metal; it attaches to the linkage mounting holes on the passenger side of the intake and then provides a support to mount the throttle cable bracket.

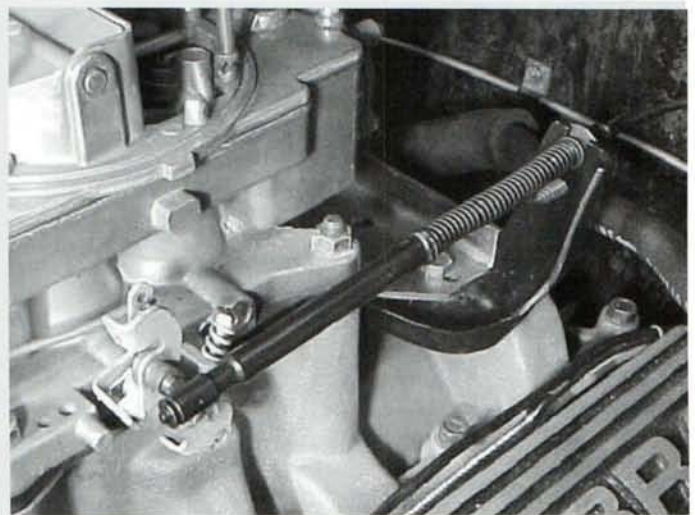
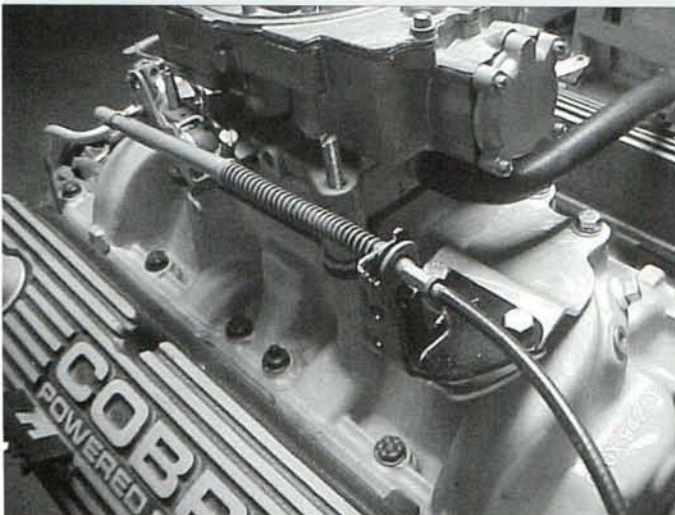


Another view of the throttle cable entering the firewall, this is on my 1963 Falcon Sprint.



Aluminum plate to adapt throttle linkage to intake mounting holes.

The cable attaches to the carburetor ball stud. Depending on the carburetor you have, it may have the ball stud or a hole. One of my 4100 carbs came with a ball stud and one did not. On the one that didn't have a ball stud, I simply removed a ball stud from another carb and drilled and tapped it so I could mount it on the carburetor throttle lever.



Two views of the throttle linkage and the carburetor. The picture on the right is the engine that went into my 63 Falcon Sprint. That carburetor had a ball stud on the throttle lever. The picture on the left is from my 65 Comet, it did not have a ball stud, so one had to be added to work with the throttle cable.

The cable type linkage is a vast improvement over the old bell crank mechanism. It doesn't squeak, it is smoother and best of all; I don't get dirt stuck behind the old pedal that was fastened to the floor.

Neither the Editor nor the FCA assume any responsibility for the accuracy of information contained in Tech Tips.
Have a Technical Tip? Send it to the Editor at the address on page 3.

Makes saving a lively art!

FALCON SPORTS FUTURA. The price is well under par—even when compared to some standard compacts. It scores on gas savings, too. But the Sports Futura's real achievement is this: it proves economy doesn't have to look dull. Note that new Thunderbird-inspired roof (vinyl-covered if you want)... carpeting that stretches from wall to wall... the foam-cushioned bucket seats with a console in between. View it in glorious living color at your Ford Dealer's... the liveliest spot in town!



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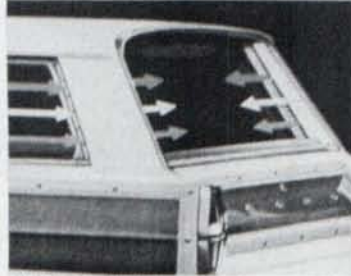
APRIL 1961

Vintage Falcon Advertising

BUCKLE UP! DORSEY'S MAGIC SKYWAY AT THE FORD MOTOR COMPANY EXHIBIT, NEW YORK WORLD'S FAIR



Wider loadspace holds 4 x 8' wallboard flat



Built-in wind deflectors help to clean rear window



Convenient face-to-face rear seats add extra passenger space

Read why the 65's from Ford are America's best-selling wagon line



The Total Performance 1965 Ford Country Squire

Ask any hundred owners why they bought Ford wagons and you'll very likely get a hundred different answers. That's how much news there is in the Ford wagon line this year.

Take the big Ford wagons. With unique face-to-face rear seats, they'll hold a family of ten. (And these facing seats fold down flat to give you lockable storage under the rear deck!) New, built-in wind deflectors guide silent streams of air across the rear windows to help keep snow and dust from accumulating. Up front, you'll find new luxury

interiors, and a ride so smooth, you'll think you're driving a luxury sedan.

That's not all the news! Take Falcon, Falcon's standard engine is more powerful this year, yet it actually delivers even better fuel economy than last year. (Up to 15% better economy in Falcons equipped with standard 170 cu. in. Six and optional Cruise-O-Matic transmission!)

Fairlane's full of surprises this year too. It's been completely restyled . . . into the most elegant Fairlane ever built. Outside, Fairlane wagons are

trimmer, leaner, easier to park. Yet, inside they give you almost as much passenger space and loadspace as the biggest wagons.

Ford wagons come in four sizes, 14 different models—including the extra-duty Club Wagon

How good is go Ford? The Drive Total Performance 65
FORD
Mustangs - Falcons - Fairlane
Ford - Thunderbirds



The Total Performance 1965 Fairlane 500 Wagon



The Total Performance 1965 Falcon Squire



Becky Anderson and her husband, Bill, may be the most enthusiastic promoters of the Falcon Club of America I have ever run into—and that's saying a lot!

Becky flagged me down in the parking lot at the Minneapolis convention and wanted to make sure I made it over to her car to do a feature. When we agreed to meet at her very nice 1963 Futura convertible, I didn't know I was in for an extra treat. Becky was decked out in her pink poodle skirt and saddle shoes, a real Falcon photo opportunity.

Becky and Bill have been members of the Falcon Club of America for about two years. They own several other Falcons, and when they bought their 1962 Ranchero, it had an FCA membership directory in it. They signed on and have been ardent Falcon supporters ever since.

Besides Becky's convertible—and Bill says that it is all hers—they own the 1962 Ranchero, a 1964 Sprint convertible, a 1963 sedan and a 1962 hardtop.

They found Becky's convertible at a swap meet in 2002. The owner had a pole barn stuffed full of vehicles and the Falcon was all the way at the back—behind about 12 other cars. The condition was very rough, the back end was pushed in, it needed a new tank, the trunk lid needed to be replaced; in other words, lots of work for Bill. Obviously, Becky is a very supportive spouse when it comes to the old car hobby!

Once Bill began working on the convertible, they had lots of bumps in the road. Becky said, "It needed a new convertible top, upholstery, everything." Bill did the work himself, replacing the top, doing the upholstery, paint, carpet, everything except the engine and transmission. Once

—Continued on page 30





The Futura was pretty rough when Bill began his restoration in 2002

they had the car almost done, one of the fenders fell off in the garage, but Bill just went right back to work and fixed it. Becky didn't want air conditioning in the Falcon, she prefers to have the top down. Today the Falcon is the original Viking Blue with blue vinyl bucket seats. The engine is a six cylinder 170 and the transmission is automatic.

Venturing from their hometown of Hesperia, Michigan, they travel far and wide in the Falcon, usually with the top down, if Becky has her way. They love to attend yard sales and swap meets and have never broken down on the road—testimony to the excellence of Bill's work. Becky says, "we drive all over, and make every trip into a vacation." The Falcon has 110,000 miles on it and they have put over 4000 miles a year on it since they bought it in 2002. They have taken it over the famous Mackinac Island Bridge, and to lots of other destinations.

They love to travel the two lane roads and really see the sights and meet the people of America; Becky actually



On the show field in Minneapolis, 2007

1963 Futura Convertible



Falcon Club of
America
Ambassadors
Becky and Bill
Anderson sum
up their feelings
about the FCA—
"We love it!"



Poodle Skirt and Saddle Shoes

—Continued on back cover

—Continued from page 31

scoffed when I asked her if they drive or trailer the Falcon. Oops!

They attend two or three Regional Meets a year and, always are interested in where the next Falcon National Convention will be, since that will be where they go on vacation.

Although they do attend car shows, they are true believers in the journey, not the destination, and they love to meet people along the way and talk about the Falcon. Even though they are definitely not trophy hunters, Becky won First in her class at the Minneapolis show.

Becky and Bill feel strongly that the future of the Falcon Club of America is in attracting young people and embracing the inevitable creative modifications that come with them.

"The very best thing about the FCA is the people," Becky says. "The cars are just what brings the people together."

If there were such a thing as official Falcon Club Ambassadors, Becky and Bill would be at the very top of my list. They have an unbounded energy and love for cars and the folks who drive and admire them. Becky sums up her feelings about the Falcon Club of America this way, "We love it!"



The Editor and Becky look through the Sprint restoration photos during the interview.



Woo Hoo!

Editor's Note: This article is the third in a yearlong series of Minnesota Moments, a collection of photos and interviews with Falcon owners conducted during the Minneapolis 28th Annual Falcon National Convention in July, 2007.

Because last year's Indy Individual series was so well received (and so much fun), the Editor spent the weekend of the convention hearing and chronicling stories of Falcon owners from across the country. The bonus was meeting so many nice people along the way!

If I didn't get a chance to talk with you about your Falcon, it's not too late! Send me an email and I'll send you a list of questions to answer; the photos are up to you!